

The Reaction Jetty Company

AUTHORIZED CAPITAL \$1,000,000

20,000 SHARES

FULL PAID AND NON-ASSESSIBLE

**INCORPORATED BY THE
STATE OF DELAWARE, 1902**



**LEWIS M. HAUPT, C.E., PRESIDENT
BENJ. C. POTTS, . . . SECRETARY**

**PRINCIPAL OFFICE
Arcade Building, Philadelphia**

**LOCAL AGENT
The Delaware Trust Company
Wilmington, Del.**

A SOLID NEW ENTERPRISE.

The Reaction Jetty Company, Recently Incorporated Under the Laws of Delaware, With a Capital Stock of \$1,000,000, Opens General Offices in the Arcade Building, Philadelphia.

STAFF CORRESPONDENCE.

One of the soundest, strongest and most promising organizations formed in the Middle section of the United States during the present year is the Reaction Jetty Company, which was incorporated under the laws of Delaware in March last, with a capital stock of \$1,000,000. A permanent organization has since been effected and general business offices recently opened in the Arcade Building, Philadelphia.

The management of this new enterprise is of the most capable and intelligent character, representative business men being identified with the active direction of affairs in official capacities and as members of the Board of Directors, and the future success of the company is practically assured. The present executive and official staff is composed of Professor Lewis M. Haupt, President, and Benjamin C. Potts, Secretary. Professor Haupt is recognized as one of the foremost civil and hydraulic engineers of the world, and his professional efforts have been productive of the most valuable and fruitful results. Among the principal points in his active and useful career may be mentioned that he was commissioned Lieutenant, United States Corps of Engineers, in 1867, and assigned to duty on the surveys of the Great Lakes, by President Andrew Johnson; First Assistant Examiner, United States Patent Office, class of Engineering and Architecture June, 1872; Instructor in Mathematics and Civil Engineering, University of Pennsylvania, September, 1872; Professor of Civil Engineering, University of Pennsylvania, 1875; First President of the Engineers' Club, Philadelphia, 1877; Delegate of the Franklin Institute to the International Exposition at Paris, and Assistant Judge in the Department of Transportation (railway plant) Paris, 1889; Delegate from Pennsylvania to the Nicaragua Canal Convention, New Orleans, 1892; Canal Commissioner of Pennsylvania, 1892; Engineer in charge of surveys for the ship canal across New Jersey, 1894; Member of the Nicaragua Canal Commission, July, 1897; and Member of the Isthmian Canal Commission, June, 1899, both of these appointments having been made by the late President McKinley.

The Reaction Jetty Company has acquired and will operate under a number of United States Patents granted to Professor Haupt for the construction of dykes, breakwaters and jetties for the improvement of rivers and harbors by natural methods instead of the old system of dredging; by the construction of permanent works to direct and control the tidal or river currents, and to create and maintain fixed channels to meet the requirements of deep-draught vessels. The system about to be introduced by this company is by no means an experiment, and its merits were strongly endorsed by a jury of twenty-five distinguished engineers from twelve different countries at the Paris Exposition. The system is universal in its application, being thoroughly adaptable to every phase of inland navigation, and it is not the company's intention to confine its efforts to rivers and harbors in this immediate section of the country. Propositions have been made to the Government for the use of this system in many of the improvements contemplated under the River and Harbor Appropriations Bill recently passed by Congress.

The system is strongly endorsed by many leading and influential engineers and men prominent in railroad, shipping, business and manufacturing circles in this and other countries.

As may be seen, this new enterprise has been launched under the most favorable auspices, and when its business is once actively instituted there is certain to result large profits for its stockholders. The company's shares, which have a par value of \$50, are certain to attract the attention of conservative investors, not alone from the money-earning possibilities of the enterprise, but from the knowledge that the company's business is of a reliable and legitimate character and its management thoroughly capable and honest. We are confident that holders of these shares will receive large and permanent returns upon their investment, and hence we strongly recommend this stock to our readers.

INVESTMENT VERSUS SPECULATION.

Assured Results Rather Than Mere Promises Required to Inspire Public Confidence. Valuable Offer of Prosperous Company.

Particularly in mining proposition the necessity of actual results, is paramount. The most auspicious prospect still in embryonic state, is dependent upon mere chance developments, while the proposition which has demonstrated its value can be depended upon to produce material results. It is this distinction between the materialized proposition and the mere prospect which constitutes the distinction between investment and speculation. The former is essentially legitimate, based on past results; while the latter is liable to total failure. The investment world has come to realize this distinction and with the realization has come an increased patronage of the propositions which have proved their meritorious character. The result has been such that the small investor is rarely able to purchase stock in a proposition of proved results.

Thus it is evident that the opportunity offered by Mr. A. W. Ringland, the well-known fiscal agent at 419 Rialto Building, Chicago, will prove extremely popular. The stock offered by Mr. Ringland is in the Spearfish Gold Mining and Reduction Company. Although the nature of the company and its holdings are widely-known, it may be advisable to state briefly the present condition.

These properties are located at Spearfish, S. D., in the immediate vicinity of the Homestake Mine and on ground that is fully as productive as that which has yielded the Homestake fabulous sums for many years. The company owns 317 acres of free-milling gold lands, a mill of 300 tons daily capacity, water rights, cars, tracks and in short, all the equipment for modern development. The company has refused \$800,000 for the property, has repurchased 534,000 shares of its own stock while the past results have aggregated \$86,684.42. The fact that these shares are offered at the extremely low price of 60c is due to the method of their acquisition, i. e., from a stockholder rather than from the company, as from the latter source stock is obtainable only at the highest rates.

In this space further description of the proposition is impossible. Moreover the greatest satisfaction can be derived from a personal investigation at Mr. Ringland's office, where complete information can be obtained.

VINDICATION OF PROMINENT OFFICIALS.

Finding of Grand Jury in the Case of the St. Luke's Disaster Proves the Falsity of the Charges Which Have Been Made by Intentional Maligners—Approval Expressed at the Verdict.

At a time when an individual or an institution is experiencing a great deal of unavoidable difficulty, it is inevitable that various conscienceless maligners should endeavor to ruin the excellent reputation it has enjoyed. Deplorable as this tendency is, it is nevertheless evident in almost every case and serious consequences ensue unless a conclusive proof of the falsity of these accusations is made. The decision of a court, based as it is on the most impartial testimony and thorough investigation, is the most satisfactory method of ascertaining the true facts in the case, and it is for this reason that the recent finding of the grand jury in the case of the St. Luke's disaster is extremely significant both from a legal and from a moral standpoint.

The assertion that the methods employed in the institution were open to criticism, was obviously false upon the slightest investigation. The reputable

Prospectus of the Reaction --- --- Jetty Company. --- ---

A Demonstrated Success.

The wonderful success which has attended the use of Professor Haupt's system of removing ocean bars at Aransas Pass, Texas, where all previous efforts had failed, furnishes such conclusive evidence of its great practical utility and economy as to have justified the premiums awarded by some of the highest scientific societies in the world, as well as the unqualified endorsements of distinguished maritime and civil engineers.

This system, the result of many years of research and experiment, is based upon a simple adaptation of a curved structure to obstructing bars, in such manner as to cause the energy of the tidal or river currents to be expended locally in the useful work of creating and maintaining a deep-water channel. Thus, one jetty or break-

water secures better results than two, even when they are aided by dredging. It converts a region of deposit into one of active erosion, fixes the channel, prevents bar advance, and constitutes an efficient and permanent aid to navigation at a *cost of from one-half to one-third* that of prevailing methods

It Saves Millions.

In view of the great demands for deeper channels due to the increasing tonnage of vessels and the large number of alluvial harbor entrances requiring improvement, it is estimated that the general introduction of this system in the United States alone, would, in a few years, effect a saving aggregating about *one hundred million dollars*.

It is Approved by Congress.

Its merits are so manifest that the present Congress has determined, after full investigation, to complete the design as planned for the Aransas Pass Harbor Company, and partially built by private capital at that inlet, which is one of the most unfavorable in the country because of its feeble tides and artificial obstacles.

Basis of Value.

As the basis of an organization to execute contracts on this system, a charter has been issued under the laws of Delaware to the **Reaction Jetty Company**, authorizing it to undertake the improvement of rivers and harbors and to engage in the business of general contracting, transportation, mining, manufacturing, or any other operations, banking alone excepted.

Assignment of Letters Patent.

This system is protected by letters patent of the United States granted to Lewis M. Haupt for his dikes, jetties, and breakwaters, and the method of constructing them, issued April 3d, 1888, and November 26th, 1901, which patents have been duly assigned to the aforesaid Company.

Proposals Submitted.

Tenders are now being made to the Government for the opening of the bars at the mouths of several of our largest rivers, where the commerce is seriously congested from insufficient depths, which, if accepted, will save not less than \$9,000,000 and afford early relief to large sections of country.

A Non-Speculative Investment.

The definite, practical results already secured on a large scale, at an exposed and unfavorable site; the endorsement by Congress of the plans; the high testimonials and awards from distinguished, expert engineers and scientists; the well-known character, experience and ability of the incorporators and engineers of the Company—all attest the safe and substantial basis upon which this organization rests; while the great utility, economy, and scope of its system should suffice to commend it to the approval and confidence of every one interested in developing national economies or in making profitable and reliable investments.

Proposed Method of Operating.

To carry on the work for which proposals have been submitted to the Secretary of War, under the present appropriations, and where the choice of plans has been left to his discretion, local, subsidiary companies are being organized, of representative citizens, who desire to avail themselves of the immediate results and deeper channels assured by the introduction of this system, and arrangements will be made to employ

local plants and sub-contractors for the equipment and conduct of the work, which involves no risk beyond that of constructing ordinary rock breakwaters.

As payments will be based on work in place, under the usual provisions of inspection and monthly returns, a large amount of working capital will not be required at any one locality, and as a consideration for the contract, it is proposed not to charge the Government any royalties for the use of the method, provided the work be given to this company at unit prices which are mutually satisfactory, accompanied by the usual guarantees.

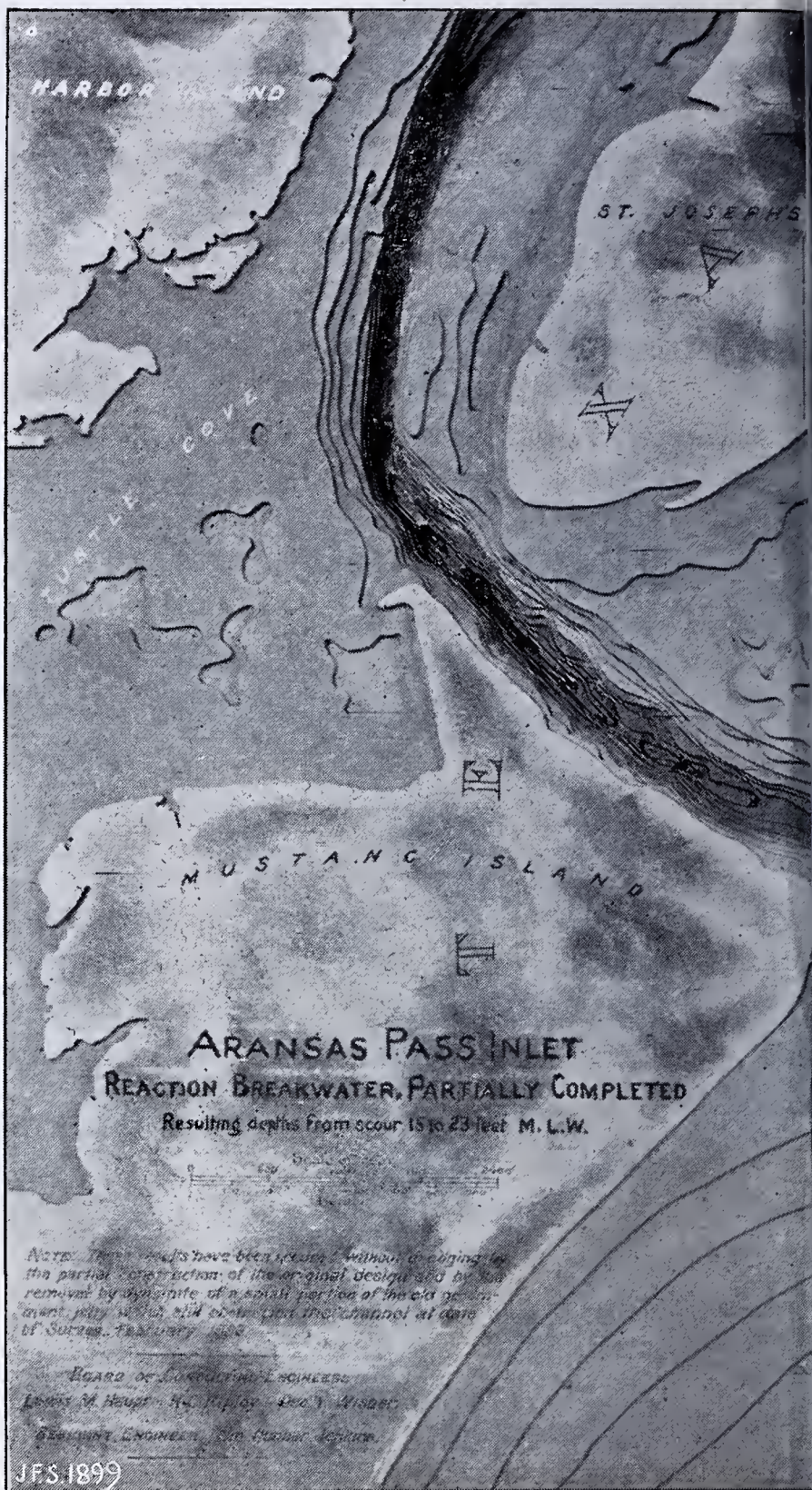
Testimonials.

The illustrations herein will serve to attest the evidence of Man and Nature as to the great value of this system of River and Harbor Improvements.

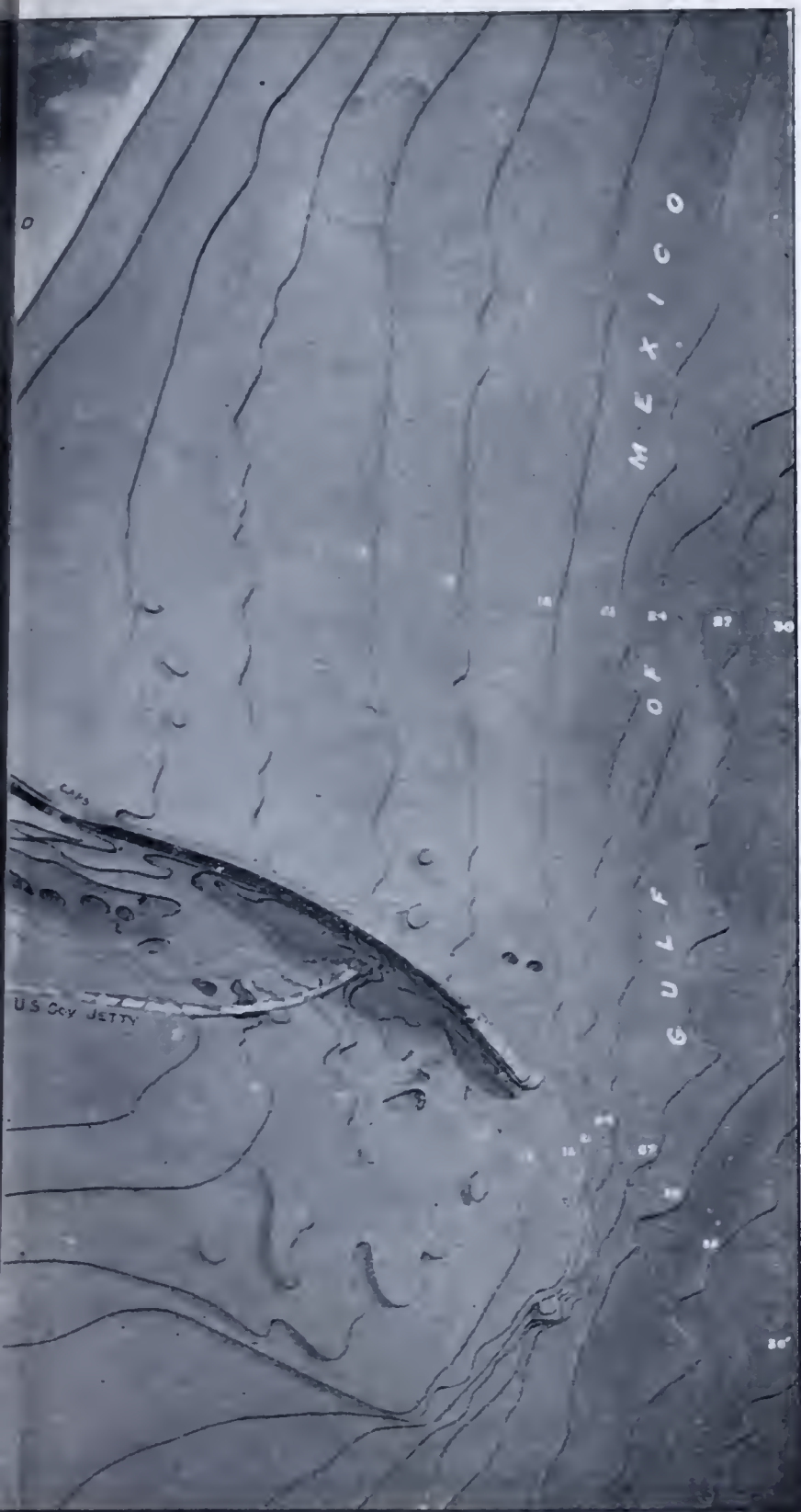
For further particulars apply to the Secretary.

Respectfully submitted by

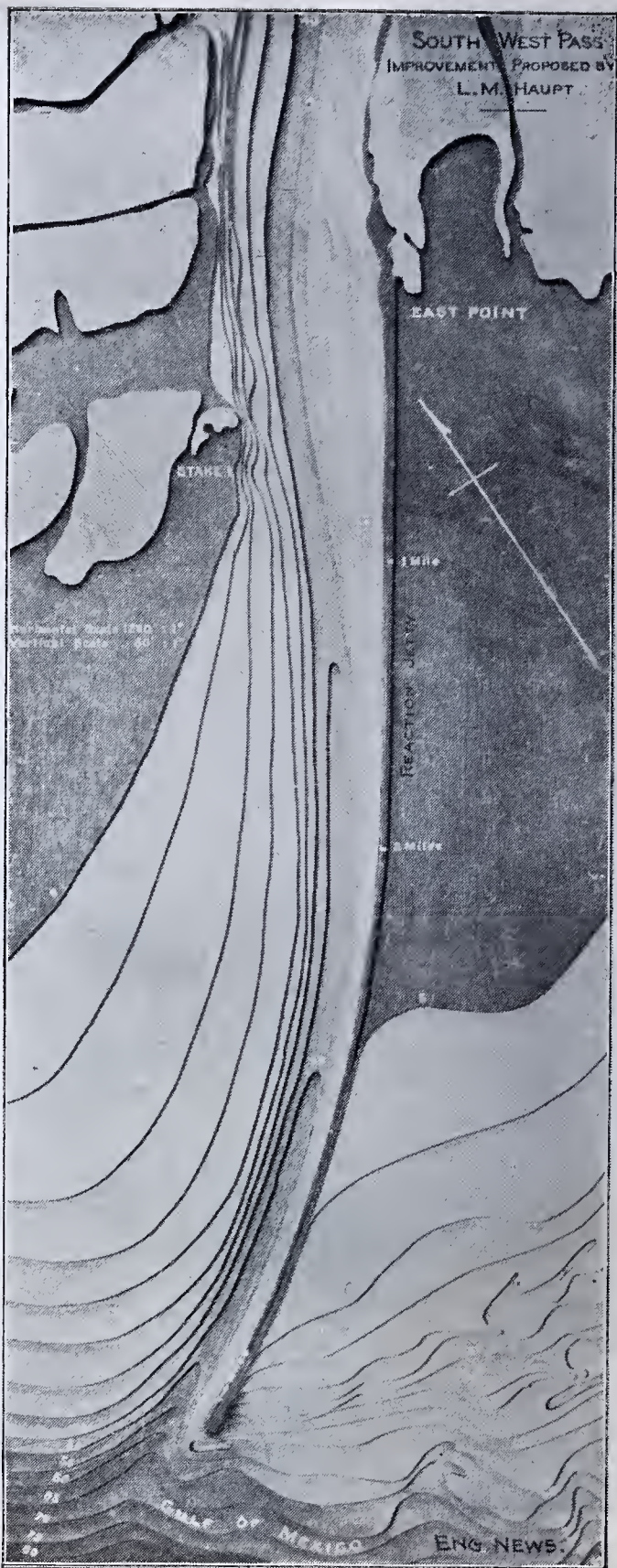
THE REACTION JETTY COMPANY.



Actual results up to 1901, and



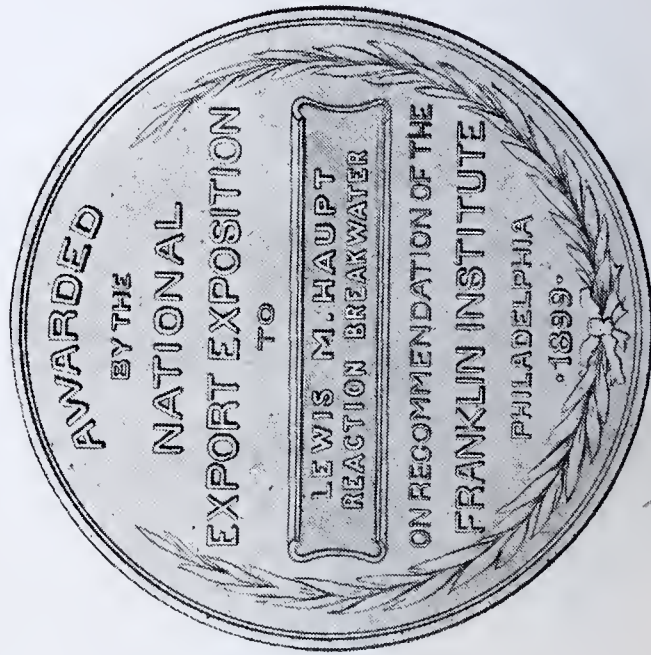
quent progressive deepening.



Plan proposed for opening Mouth of the Mississippi



The Highest Award of the American Philosophical Society, Dec 17th, 1887



The Highest Award of the National Export Exposition

To Lewis M. Haupt, for his achievements in Engineering at Aransas Pass, Texas, 1899.



The Elliott Cresson Gold Medal

Awarded by the Franklin Institute to Prof. Lewis M. Haupt, for his Reaction Breakwater.

The Paris Exposition of 1900

also awarded its Gold Medal to the inventor for his plans for opening the Southwest Pass of the Mississippi River, and his Reaction Breakwater.

The following well-known authorities have examined into and commended this system because of its general utility and economy.

- A. J. CASSATT, Pres. Pennsylvania Railroad, Philadelphia.
 THEO. C. SEARCH, Pres. American Power Co., Philadelphia.
 *JOS. D. POTTS, Pres. Erie & Western Transportation Co.
 CHAS. A. SCHIEREN, Vice-Pres. and Treas. Nat. Mfrs. Assn.
 EDWIN S. CRAMP, Vice-Pres. Cramp Shipbuilding Co., Philadelphia.
 S. M. PREVOST, Vice Pres. Pennsylvania Railroad, Philadelphia.
 *FRED'K FRALEY, Pres. Am. Phil. Soc. and Nat. B'd of Trade.
 *HENRY WINSOR, Pres. Winsor Steamship Co., Philadelphia.
 R. MEADE BACHE, Late, U.S. Coast and Geodetic Survey.
 *THOS. M. CLEEMAN, Pres. Engineers' Club of Philadelphia.
 *FRED'K GRAFF, Pres. Am. Soc. of Civil Engineers.
 JOS. M. WILSON, Ex-Pres. Franklin Institute.
 *GEO. B. ROBERTS, Pres. Pennsylvania Railroad Co.
 RUSSELL THAYER, Ex-Chief Engineer Fairmount Park.
 *J. W. HILGARD, Superintendent Coast Survey.
 HENRY S. PRITCHETT, Ex-Superintendent Coast Survey.
 JAS. A. BEAVER, Ex-Governor Pennsylvania.
 JOS. S. HARRIS, Ex-Pres. Phila. & Reading Railroad.
 *GEO. W. FULTON, Pres. Coleman Fulton Pasture Co.
 JAS. C. FULTON, Vice-Pres. Bus. Men's Club, Rockport, La.
 GEO. Y. WISNER, Ex-Member Deep Water Board.
 LYMAN E. COOLEY, Director and late Chief Engineer Chicago Drainage Canal.
 HENRY C. RIPLEY, Ex-Asst. Eng. Galveston Harbor Impt.
 JAS. A. SEDDON, Asst. Eng. Missouri River Impts.
 A. BONZANO, Ex-Chief Engineer Phoenix Bridge Co.
 JOS. J. DEKINDER, Consulting Engineer.
 A. MARECHAL, Ex-Engineer Belgian River Impts.
 *WM. STARLING, Chief Eng. Miss. Levee Commission.
 L. W. BROWN, Ex-Chief Engineer New Orleans.
 J. F. ELLISON, Vice-Pres. Cincinnati Chamber of Commerce.
 JOHN S. ELLIOTT, Engineer and Contractor in West Indies.
 A. STIERLE, Director Public Works, San Juan, Porto Rico.
 GEO. DAVIDSON, Ex U. S. Coast Survey, San Francisco.
 A. G. MENOCAL, Ex-Ch. Eng. Maritime Canal Co. and U.S.N.
 WM. L. MERRY, U. S. Minister Plenipotentiary to Central America.
 LOUIS E. LEVY, Ex-Ch. Com. of Science and Arts, Franklin Institute.
 A. E. LEHMAN, Ex-C. E. 2d Geological Survey of Penna.
 JOHN E. CODMAN, Hydrologist, City of Phila. Water Bureau.
 JOHN HAUG, Naval Architect.
 JOHN BIRKINBINE, President Franklin Institute.
 CORNELIUS DONOVAN, Resident Engineer, South Pass Improvements, Mississippi River.
 WM. DUNBAR JENKINS, Ex-Chief Engineer, Aransas Pass Harbor Company.
 DR. D. T. SMITH, Louisville, Ky.
 CHAS. A. TOWNE, Ex U. S. Senator, Minn.
 CHAS. A. HARTMAN, Ex-Member of Congress, Montana.
 W. W. FOULKROD, Pres. Trades League, Philadelphia.
 M. S. McCULLOUGH, Ex-Mayor of Longport, N. J.

* Deceased

M. L. SANDERS, Vice-Pres. Ingersoll-Sergeant Drill Co., New York.
A. MOLITOR, Chief Eng. Choctaw, Oklahoma and Gulf Railroad.
LEWIS C. CAMERON, Manila, Philippine Islands.
O. HENRY, Fairbanks, Arizona.
And many others.

The following members composing the jury of awards for the Paris Exposition of 1900, who are among the most eminent men of their profession, awarded the Gold Medal for this invention :

AWARD AGNELLET, Chief Eng. of Roads and Bridges.
ETIENNE BRUSSELIN, Inspector Gen. of Roads and Bridges.
EUGENE CHOISY, Chief Engineer of Roads and Bridges.
EDUARD DEDARTIN, Inspector of the National School of Roads and Bridges.
LORENZ GUILLAIN, Honorary Director of Routes of Navigation and of Mines for the Minister of Public Works, President of the Group.
EDMOND HERT, formerly Director of Works of City of Paris.
MARCEL JOZON, Director of Routes of Navigation and of Mines, Minister of Public Works, Counsellor of State.
JACQUES LEVY, Member of the Institute, Professor of the Central School of Arts, etc.
FERDINAND REYMOND, SR., Engineer of Arts and Manufactures Late Director of the School of Arts and Manf.
ED. DUBREJEAND, Member of Chamber of Commerce.
ARTHUR TRELAT, Prof. of the Special School of Architecture.
GERMANY.—V. P. RIEPPEL, Director of Public Works of Augsburg and Nuremberg, and HERR VON RASCH.
UNITED STATES.—J. A. OCKERSON, Civil Engineer, Member of the Mississippi River Commission.
LOUIS A. RISSE, C. E., Pres. of Public Improvements of the City of New York.
G. S. WILKINS, C. E., Expert in charge of the Civil Engineering and Transportation Divisions of Paris.
AUSTRIA.—M. O. DEWEBER, EBENHOF, Counsellor, Vienna.
BELGIUM.—M. DE ROTTE, Dir. Gen. of Bridges and Roads.
HUNGARY.—M. ADOLPHE HEUFFEL, Royal Counsellor and Engineer, Director of Public Works of Budapest.
MEXICO.—M. Louis SALAZAR, Engineer, Prof. of National School of Engineers of Mexico.
NORWAY.—M. J. C. SKOUGAARD, Engineer in Chief.
PORTUGAL.—M. MONTERIO ALBERT DA SILVA, Engineer.
DENMARK.—M. HENRY GLOESEL, Engineer.
RUSSIA.—M. MANGOUBY.
BULGARIA.—M. PAUL ETIENNE.
JURY IN CHIEF, United States, DR. J. H. GORE, Prof. of Mathematics, Columbian University, Washington, D. C.

The highest awards have also been made by the AMERICAN PHILOSOPHICAL SOCIETY, THE NATIONAL EXPORT EXPOSITION, and THE FRANKLIN INSTITUTE, for results secured by this method.

Negotiations are pending with a number of foreign countries, through their consular and diplomatic service, for the introduction of this system at such of their harbor entrances as are obstructed by bars.

